

\$25 a year

No. 64

For people who care about Boston

Winter 2004

Delta's Terminal A at Logan

Library
Boston Architectural Center



Source: HOK

Logan Modernization—Logan Airport, the country's 20th busiest airport in passenger volume, serves over 22 million travelers a year. Massport's Logan 2000 modernization project, now simply called Logan Modernization, is a \$4.4 billion undertaking finally reaching 90 percent complete.

Elevated Moving Walkways—The new \$98-million moving climate-controlled walkways between Logan's terminals and parking garages significantly reduce walking distances between garage and terminal. To minimize impacts during construction, the walkways were manufactured off-site, barged in, and installed at night. Architect: Cambridge Seven; contractors: Perini and M. DeMatteo.

International Gateway—Logan's international Terminal E will almost double to 400,000 s.f. The new \$321-million facility has a two-level roadway system separating arriving and departing traffic. The lobby will be much bigger and the Federal Inspection Services will be able to process 66 percent more passengers. The first phase, including the new ticketing hall, two-level roadway and retail court, opened in May 2003. Phase II is scheduled to be done in 2005. Architect: SOM; contractor, Modern Continental.

Terminal Area Roadways—The new \$169-million two-level roadway system links with ramps connecting to the Ted Williams Tunnel and simplifies airport circulation by separating arriving and departing traffic. Construction, which began in 1998, is expected to be completed in 2004. Contractor: Flatiron Structures Company.

Expanded Central Parking Phase I—The \$126-million, seven-story 3,150-space addition (opened in 1998), is connected to the original Central Garage by vehicular bridges, allowing Massport to consolidate parking from several remote lots. Architect: TAMS; contractor, Modern Continental.

Terminal A—Delta demolished Terminal A and has begun building a new 560,000-s.f. terminal. The new \$390-million building will include a main terminal connected to a satellite terminal via an underground tunnel with moving sidewalks. The new facility, scheduled to be complete in 2005, will belong to Massport and will be leased to Delta and sub-tenants. Architect: HOK; contractor, Beacon-Beers.

Terminal B/American Airlines—Still in the planning stages, American Airlines will more than double the existing Pier A and renovate 14 gates and other terminal areas. The \$280-

New Terminal A—Delta Airlines is building a new Terminal A, a 560,000-s.f. terminal and concourse connected by an underground walkway and moving sidewalks. It will house all of Delta's operations currently in Terminal C and B—Delta, Delta Shuttle, Delta Express, Delta Connection—and will feature an open design with large windows and open atriums.

Features include:

- Sixty-four state-of-the-art ticket counters and self-service kiosks
- Roomier gate areas with gate information display screens
- Restaurants and shops in the concourse
- Two Crown Room clubs and a BusinessElite passenger lounge
- Direct roadway and parking lot access to/from Terminal A

When completed in 2005, Massport will assume ownership and lease Terminal A to Delta. Architect: HOK.

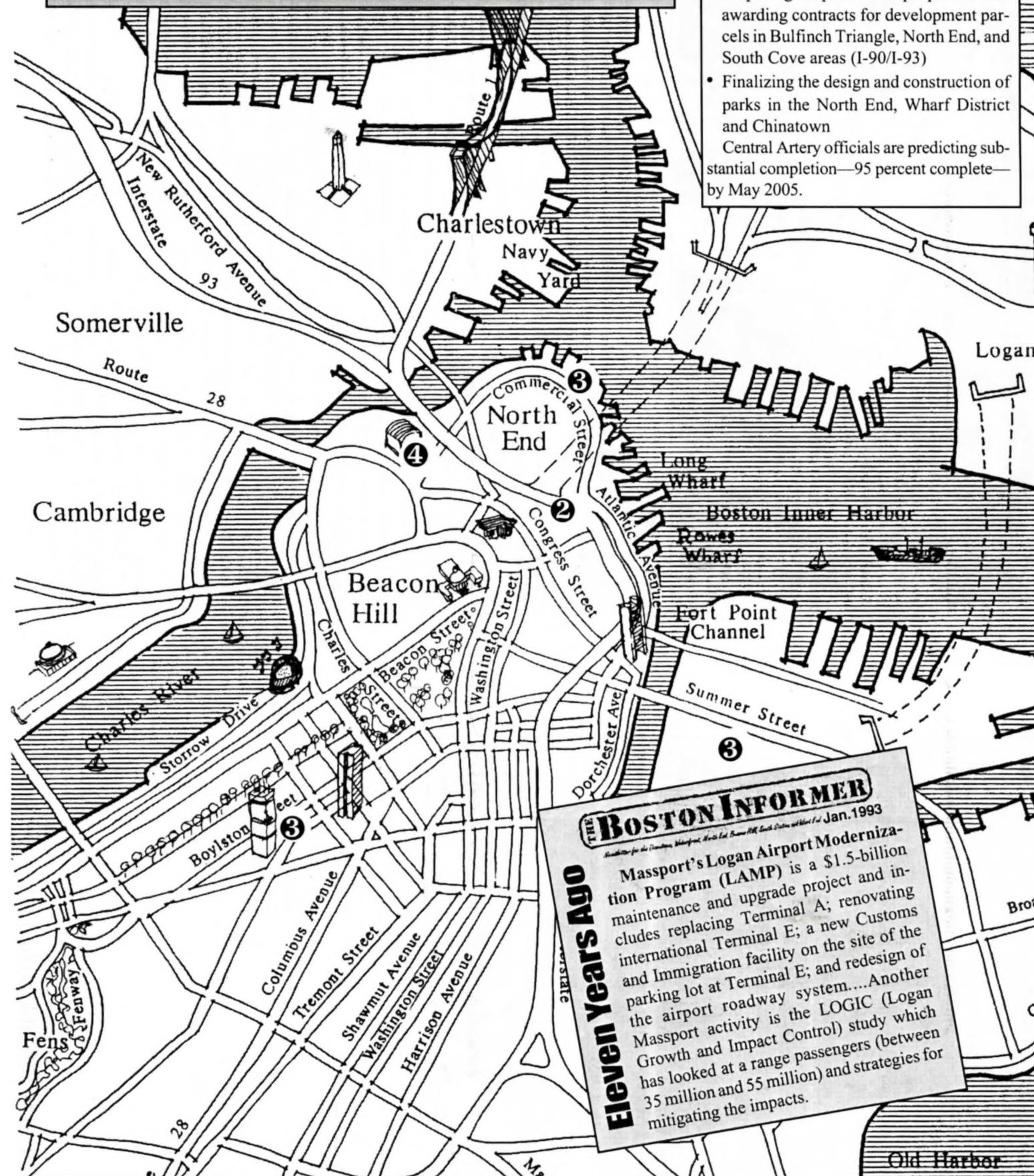
million project includes concession space, new baggage facilities, additional holdroom space, new club lounge and additional ticket counter positions. American will also assist in planning to expand and improve curb and parking facilities at Terminal B. Architect: DMJM/Harris.

Terminal C/United Airlines—United Airlines built a new club lounge and expanded and renovated the terminal waiting areas and the United Pier. The \$50-million project also includes new baggage offices and claim belt on Terminal C's lower level. Architect: Giuliani Associates Architects; contractor, Beacon-Skanska.

USAirways Shuttle and Boston Terminal—The \$33-million project includes a dedicated ticketing, concessions and a lower-level arrivals area for Shuttle passengers. Catering to the business traveler, the new facility features workstations with power outlets and telephones with dataports, free newspapers and magazines and morning coffee. In 1998, USAirways finished a 100,000-s.f. expansion of its Boston terminal which included a new ticketing lobby and departure lounges, food court, USAirways Club and concessions. Architect: URS Corporation; contractor, Turner Construction.

People Movers

Jim Purdy, from Wallace Floyd Design Group to The Louis Berger Group.
 Rick Azzalina, from MassHighway to The Louis Berger Group.
 Mark Gershman, from HDR to The Louis Berger Group.
 Deborah Fennick, from TAMS to Fennick McCredie LLC architects.
 James McCredie, from TAMS to Fennick McCredie LLC architects.
 Craig Leiner, from Massport to McMahon Associates.
 Jim Kostares, former BRA planner to Planners Collaborative.
 Philip Ercolini, from Dept. of Housing and Community Development to assistant director of Community Development Dept. for Somerville.
 Shirley Kressel, co-founder of the Alliance for Boston Neighborhoods, has been named a "Favorite Troublemaker" by Steve Bailey of The Boston Globe



Boston Informer Predictions for 2004!

- Democratic National Convention security requirements will force all residents within one mile of the Fleet Center to evacuate for four days and relocate to Spectacle Island and the new South Boston Convention Center to live in tents.
- Boston Redevelopment Authority (BRA) will abandon all pretense of zoning rules. Allowable size and heights of buildings will be determined by the amount of new taxes paid to the City, additional revenues to the BRA, and last, benefits given to the community.
- Massport will build an additional parking garage on land previously planned for Runway 14/32.
- Following the lead of the Hotel Commonwealth in Kenmore Square, a number of hotels will be leased to colleges and universities in and around Boston. Previously sagging hotel occupancy rates soar to 50 percent.



Central Artery/Tunnel Project: What's left? — With the recent opening of the southbound tunnel, the major elements of the Central Artery/Tunnel project are in place. However, there still remains about \$1.3 billion in work to be done before completion.

Remaining work segments are:

- Demolition of the elevated artery structure and the double-deck Charles River high bridge
- New ramps to the cantilevered lanes on the Zakim Bridge
- Completing two major interchanges, one at Logan Airport and the other in the South Cove area at the junction of I-90 and I-93
- Preparing requests for proposals and awarding contracts for development parcels in Bulfinch Triangle, North End, and South Cove areas (I-90/I-93)
- Finalizing the design and construction of parks in the North End, Wharf District and Chinatown

Central Artery officials are predicting substantial completion—95 percent complete—by May 2005.

2 CA/T Facts — Believe it or not, the \$14.6 billion Central Artery/Tunnel (CA/T) project doesn't even rank as one of the world's 10 largest construction projects. It would take many more cost overruns for the CA/T project to move up on the list compiled by Engineering News-Record (ENR). The CA/T project is currently listed as the 13th biggest project in the world.

The list has Egypt's \$90-billion South Valley Development project as number one and Egypt's North Sinai development project as number ten. Three construction projects in China are also on the ENR top-ten list.

3 Financing New Hotel Construction has been very difficult for the past three years, primarily because since January 2001—before Sept. 11—revenue per available hotel room (an industry measure of profitability) has been declining due to the bust in high-tech, reduced business travel and relatively high labor costs.

Recently, the City of Boston proposed to use \$40 million in Federal Section 108 funds from the Department of Housing and Urban Development (HUD) to make loans to developers of three proposed hotel projects. HUD Section 108 funds are intended to create lower- and mid-level jobs. Hotels are labor intensive, both in construction and operation. The three proposed hotels selected for the loans were the Regent Boston on Battery Wharf in the North End; the Starwood at the new South Boston Convention Center; and the Mandarin Oriental on Boylston Street in the Back Bay. The Mandarin subsequently declined the loan; no replacement has yet been announced. The loans carry a relatively high interest rate—12 percent—and could make money for the City. However, the City is liable for any default.

Interestingly, where a proposed hotel project included condominiums, preconstruction sales of the condominiums provide financing for the hotel, giving those projects a slight boost over pure hotel projects.

4 Development at North Station—Delaware North Co.—owner of the Fleet Center, Boston Bruins and the Delta Queen Steamboat Co.—is reviving plans to develop the area around the Fleet Center, part of which was occupied by the old Boston Garden.

Current plans call for a 410-foot, 310-unit residential rental/condominium building on Nashua Street abutting the Fleet Center and O'Neill Federal Building. Approved plans for the site in 1990 called for three office/retail buildings, two on Causeway Street in front of the Fleet Center, and no residential. The current plan is similar to that proposed by developer Richard Costigan in 1998 (see *The Boston Informer*, no. 40, Winter 1998/99).

Master planning and design for the office towers is being done by RTKL Associates Inc. The residential tower is being designed by Costas Kondylis & Partners of New York. Permitting could take three years.

- Residents will be required to pay a registration fee at City Hall for chairs they wish to use to protect shovelled street parking spaces.
- Big Dig joint venture** Bechtel/Parsons Brinckerhoff wins bid to operate and maintain all MassHighway roads for five years at no cost to settle issue of Central Artery cost overruns.
- City of Boston decides an on-street parking space is not a God-given right, eliminates resident parking and overnight on-street parking. Auto ownership in City plummets.
- Convention Center leased to joint venture of McCourt and Wampanoag tribe for use as a casino.
- Mayor Menino voted lifetime Mayor of Boston by Democratic National Committee.
- MBTA Washington Street Silver Line wins award for best bus service in the MBTA system, despite the MBTA's insistence that it's not a bus.

Welcome to The Boston Informer!

The goal is simple: provide concise public information on construction projects, planning initiatives, and whatever else affects living and working in Boston. Welcome to *The Boston Informer*!

The Boston Informer is published by ATC Information, Inc., six times yearly in Boston, Massachusetts. President: Anthony Casendino; vice-presidents, Anne McKinnon, Chris Fincham.

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We need to tell Chairman Matt that we've hit a few snags in the monorail plan

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You Were Asking

Q. MassPike Chairman Matt Amorello has commissioned a \$10,000 consultant study of the feasibility of putting a monorail train along the Turnpike from Springfield to Boston. What is he likely to get for a paltry \$10,000?

A. A recommendation for another more expansive and expensive study.

Q. Is it true that the MBTA is going to bus all Green Line passengers from Lechmere to Haymarket for a year while it finishes the North Station Orange/Green Line Superstation? Won't it be faster to walk?

A. Yes and yes.

Q. With all the security concerns around the Democratic National Convention, will I be able to walk my dog in Boston?

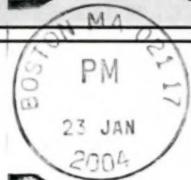
A. No. However, the City of Boston will be providing shuttle service to Spectacle Island during the Convention for dog walking.

Q. Why do so many intersections in downtown Boston have handicapped ramps on one side of the street, but not on the other side?

A. Ask the Boston Public Works Department, 617-635-4900.

Q. In view of the lack of hotels near the new South Boston Convention Center, how does the Convention Center Authority plan to get conventioners from the Back Bay hotels to South Boston?

A. Since there is no eastbound Turnpike entrance in the Back Bay, the Convention Center Authority now seems to favor sending buses west on the Turnpike to the Allston tolls, then they would make a U-turn to go east to South Boston. Considering that the new Convention Center will open later this year and building a new ramp for the Back Bay would take years, this approach may finally be a solution.



1/1/04

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